



Title: TAMEing Policy and Guidelines

Discipline: Traffic Engineering

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Date

Chief Engineer 
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SECTION 1: Purpose

The Traffic Analysis Management and Evaluation (TAMEing) process provides a systematic process to consider and minimize the impacts to the safety and mobility of roadway users resulting from road work activities and construction projects. This process requires the appropriate use of critical traffic engineering analysis to provide safe work zones for all workers and road users while considering mobility, access, operations, and project construction needs. By proactively planning and managing work zone operations for our construction projects, MaineDOT can lessen the delays and impacts to the traveling public and improve safety and travel reliability.

SECTION 2: Regulatory References

- A. FHWA’s Manual of Uniform Traffic Control Devices (MUTCD)
- B. 23 CFR Chapter 1 Subchapter G Part 630 Subpart J and Subpart K

SECTION 3: Responsibilities

A. Bureau and Program Management:

Bureau Directors and Program Managers (and their Assistants) are responsible for:

- i) Establishing the necessary protocols in their project development procedures to effectively evaluate the impacts their projects or work activities will have on road users, business owners, and the public.
- ii) Following the TAMEing process as prescribed in this policy.
- iii) Ensuring that only those with the appropriate level of knowledge and experience develop, review, or approve TAMEing certifications (as allowed under this policy), related contract requirements, and modifications to previously approved TAMEing restrictions and contract provisions. In the absence of such abilities, matters must be referred to the Traffic Control Engineer for review, analysis, and/or approval. The Traffic Engineering Unit is available to provide guidance for determining the appropriate level of knowledge and experience for a given task, and to provide training to ensure the appropriate level of competence necessary for Program TAMEing approvals.
- iv) Developing proposed Maintenance of Traffic alternatives that consider the safety of all workers and road users; the mobility and inconvenience to the traveling public, emergency services, school busses, local residents and businesses; the implications of how other projects, planned or under construction, will affect their projects; and how their project's maintenance of traffic requirements affects the constructability and cost of the work.
- v) Ensuring contract specifications are developed and implemented according to Maintenance of Traffic conditions/limitations determined through the TAMEing process. provide guidance for determining the appropriate level of knowledge and experience, and to provide training to ensure the appropriate level of competence necessary for Program TAMEing approvals

B. Traffic Engineering Unit:

The State Traffic Engineer and the Traffic Control Engineer (TCE) are responsible for:

- i) Providing the necessary knowledgeable personnel to serve as the Department's center of expertise for Temporary Traffic Control and Maintenance of Traffic.
- ii) Administering the TAMEing process required by this policy, including coordinating and chairing TAMEing Meetings (the State Traffic Engineer is the Chair, but may, in their absence, delegate to the Assistant State Traffic Engineer or the Traffic Control Engineer).
- iii) Analyzing traffic impacts of proposed projects and road work activities.
- iv) Utilizing traffic analysis results and experience to make recommendations for Maintenance of Traffic alternatives, and to develop contract conditions that rationally and reasonably consider the mobility impacts on roadway users and the safety of the public and all workers.
- v) Providing guidance and training to Program personnel to ensure adequate knowledge for Program TAMEing request development, and review and approvals when appropriate.

C. Chief Engineer:

The Chief Engineer is responsible for:

- i) Oversight of MaineDOT's TAMEing Policy and Guidelines, including policy approval through MaineDOT's Engineering Council.



- ii) Facilitating discussions and decisions when consensus cannot be reached at TAMEing Meetings, or if project Maintenance of Traffic requirements otherwise cannot be resolved between the State Traffic Engineer, the Bureau Director, and the Program Manager.

SECTION 4: Definitions and Acronyms

Capital Project	Any project delivered by the Bureau of Project Development (BPD) that requires temporary traffic control impacting the public.
M&O Activity	Any activity or project involving the Bureau of Maintenance and Operations (M&O), including any activities by external entities (municipalities, utilities, developers, etc.) where traffic impact review is deemed necessary by the Region.
MOT	Maintenance of Traffic.
TAMEing	TAME -Traffic Analysis Management <i>and</i> Evaluation; the process for this evaluation is referred to as TAMEing.
TAMEing Meeting	A meeting to review the impacts a project or maintenance activity will have on roadway users where proposals are presented, options considered, and decisions made regarding acceptable Maintenance of Traffic requirements and contract provisions. The meeting may be held to obtain a final TAMEing Certification, or the meeting may be used for conceptual problem solving and discussing alternatives for projects with significant impacts or Maintenance of Traffic challenges. The meeting is administered and coordinated by the State Traffic Engineer and Traffic Control Engineer, and is attended by the Director of Project Development, the Assistant Director of Project Development, the project’s Program Manager/Assistant Program Manager, the project’s Project Manager, and the Chief Engineer as needed. The Traffic Engineer from the Region of the subject project or activity should also attend.
AADT	Average Annual Daily Traffic - the factored average daily bi-directional traffic on a roadway as published by MaineDOT Traffic Monitoring and available on MaineDOT Public Map Viewer.
DHFV	Design Hourly Volume - the bi-directional hourly traffic, commonly representative of the 30 th highest hour of the year.
PDR, PIC, PS&E	Project delivery milestones - Preliminary Design Report, Plan Impacts Complete, Plans Specifications and Estimate respectively.
Program	A organizational unit within the Bureau of Project Development with lead responsibility for the delivery and/or oversight of construction contracts, or a MaineDOT organizational unit with equivalent responsibilities. (Examples of lead BPD Programs: Bridge, Highway, Regional and Multimodal).
TCE	Traffic Control Engineer - Professional Engineer(s) designated by the State Traffic Engineer, responsible for the review of temporary traffic control for work zones.

TAMEing Request and Certification Form	A Form containing relevant information for performing the TAMEing analysis that is submitted to the TCE. The traffic control related restrictions are documented on the Form, and the Form is signed serving as certification that the TAMEing process has been completed (“TAMEing Certification”). The TAMEing Certification may also take the form of a memorandum from the TCE for complex projects.
TAMEing Matrices	A worksheet with baseline criteria to determine if the roadway and traffic conditions of the proposed project require review by the Traffic Control Engineer and/or evaluation at a TAMEing Meeting. The Matrices included in Appendix B are for example purposes only, developed at the time of this policy. The worksheet is maintained and made available through the TCE.
Program Self-Certification	A Taming Certification issued by a Program for projects that do not exceed the limits in the TAMEing Matrices.
Expedited Review	An expedited review process for projects that exceed the limits in the TAMEing Matrices, and the Traffic Control Engineer has determined a TAMEing Meeting review is not required, either by waving certain criteria or by requiring certain restrictions.
Regional Corridor TAMEing Plan	A plan prepared by the Region Traffic Engineer detailing work zone restrictions for any future projects within a corridor that do not require additional review by the Traffic Control Engineer or TAMEing Meeting review.

SECTION 5: TAMEing Process

A. Capital Projects

Each Program is responsible for making sure their projects receive the appropriate level of engineering review by the TCE based on the applicable TAMEing Matrices included in these Guidelines. If the Program is unsure of which review level is warranted, they should seek guidance from the TCE. Each Program will determine whether their Program Managers or Project Managers will facilitate completion and transmittal of necessary submittals.

- i. Program Self-Certification - TAMEing Certifications for straightforward, non-complex projects may be approved by a professional engineer within the Program (Program Manager, Assistant Program Manager, or their designee) when the limits of the TAMEing Matrices are not exceeded. The approver of the Self-Certification must follow the requirements outlined in the TAMEing Certification section. The Program Managers or designee may rely upon others under their supervision that have appropriate knowledge and experience to develop MOT contract provisions consistent with the TAMEing certification requirements.
- ii. Expedited Review - If the project exceeds the criteria in the TAMEing Matrices, a TAMEing Request and Certification Form must be submitted for review and approval by the TCE. The

TCE may choose to waive criteria in the TAMEing Matrices based on the specific conditions of the project and utilizing engineering judgement, or the TCE may otherwise determine whether a Formal Review is required at a TAMEing Meeting. If the TCE determines the project needs a Formal Review they will notify the Program, otherwise the TCE will perform the appropriate analysis and will issue a TAMEing Certification for the project to the Program.

- iii. Formal Review - Projects that do not meet the Self-Certification or Expedited Review criteria will be reviewed at a TAMEing Meeting.

B. M&O Activities

The Region Traffic Engineer will determine if the scope of work will require review by the TCE or at a TAMEing Meeting based on the criteria in the TAMEing Matrices or the presence of an approved Region Corridor Taming Plan (see Section 7 of this policy). If the Region Traffic Engineer determines that formal review is not required, they should contact the TCE for consent and then can certify that the TAMEing requirements were met for the project. Otherwise, the Region Traffic Engineer shall submit a TAMEing Request and Certification Form, short description of the scope of work, detour signage plan (or equivalent temporary traffic control device location plan), and other pertinent information to the TCE at least by the end of the day the Thursday before the next TAMEing Meeting.

C. Emergency Work

Work in response to an emergency situation which would result in an unacceptable hazard to life, a significant loss of property, or an immediate, unforeseen, and economic hardship if corrective action is not undertaken within a time period less than that required to process and receive TAMEing approval under standard procedures is exempt from requiring approval by the TCE or TAMEing Meeting review. Emergency Work should be done with priority consideration for the safety of all workers and road users, and to minimize inconvenience of the traveling public. The proposed Traffic Control should be reviewed by the Region Traffic Engineer, TCE, and/or the State Traffic Engineer when time permits and as appropriate according to this policy.

D. Submittals

- i. It is imperative that the Project Managers do their due diligence when filling out the TAMEing Request and Certification Form because the information included is used to determine Maintenance of Traffic restrictions. The Form should be as thorough as possible and include any restrictions, events, or agreements made with the municipality. Lack of information up front could result in additional construction costs if significant changes to the traffic control requirements need to be made after contract award. The earlier the information is available and sent to Traffic Engineering, the earlier the project will receive a TAMEing Certification.
- ii. The Project Manager must send TAMEing Request and Certification Forms to the TCE at "traffic_control_operations.dot@maine.gov", with the email subject containing "TCO-####.##", where "####.##" represents the WIN number for the project (or the lowest WIN for a multi-WIN project).
- iii. TAMEing Request and Certification Forms for Capital Projects must be submitted at least 21 days prior to needing TCE review or certification, or at least one week prior to the next scheduled TAMEing Meeting to provide the TCE time to review and make a determination if the project will need to be reviewed at a TAMEing meeting.

E. Traffic Engineering Coachpoint

The TCE and other Traffic Engineering staff are available for consultation prior to submitting a TAMEing Request and Certification Form. The TCE, Region Traffic Engineer, or State Traffic Engineer may be contacted for guidance related to the TAMEing process.

At any time, the Project Manager, Region Traffic Engineer, or TCE may request a Traffic Engineering Coachpoint meeting to discuss the scope of the project, possible temporary traffic control options, and any initial concerns specific to the project. The TCE may ask for the TAMEing Request and Certification Form and any other pertinent information prior to the Coachpoint meeting. The TCE will determine who should attend the Coachpoint meeting. At the end of the meeting, the TCE will determine if the project needs to be reviewed at a TAMEing Meeting or can be certified through a Self-Certification or Expedited Review.

F. TAMEing Meeting

- i. The TAMEing Meetings are held once a month, traditionally on the second Tuesday of the month.
- ii. The TCE will provide a draft agenda to Bureau Management, Program Management, Project Managers, Region Traffic Engineers, the Chief Engineer, and other relevant staff by the end of the day the Friday before the TAMEing Meeting. The agenda will be finalized, and the materials will be provided to anticipated attendees by noon on the Monday before the TAMEing Meeting. The agenda may include items for conceptual problem solving and evaluating alternatives for projects with significant impacts or MOT challenges.
- iii. The TCE will administer the TAMEing Meeting and the State Traffic Engineer will serve as Chair.
- iv. The TCE facilitates the agenda and discussions:
 - (a) The Project Manager, Region Traffic Engineer, or their representatives present their project. The presentation should briefly highlight the scope of work, relevant project statistics (AADT, Detour Length, Closure Length, etc.), and the benefits and impacts of the proposed temporary traffic control (constructability, safety, impact on travelling public and businesses, etc.).
 - (b) Program Management representatives should be prepared to support the recommended MOT approach and to verify the necessary considerations have been analyzed.
 - (c) The TCE will discuss their analysis and any determinations previously made, such as those made at Traffic Engineering Coachpoint meetings. (Additional guidance for presenting at the TAMEing Meeting is provided in the Supplemental Guidance section.)
- v. The State Traffic Engineer will make the final recommendations for MOT contract conditions and, after input and discussions with Bureau and Program Management, will finalize the TAMEing decision.
- vi. If consensus cannot be reached regarding the TAMEing decision, or if additional analysis is determined necessary:
 - (a) Specific additional information or analysis requested will be detailed.

- (b) Next steps will be identified (satisfactory conditions for approval of TAMEing Certification before the next meeting, review at a following TAMEing Meeting, etc.)
- (c) The Chief Engineer may be requested to facilitate the final decision.

SECTION 6: TAMEing Certification

The TAMEing Certification signifies the completion of the TAMEing process and takes the form of a signed TAMEing Request and Certification Form.

- A. For Program Self-Certification projects, the Form must:
 - i) Include a summary of the information and method(s) used to determine the project's impact on traffic and the resulting MOT restrictions. This summary may reference the results from the Matrices, the evaluation of traffic volume heat charts, etc.
 - ii) Include the name and signature of the engineer that was responsible for approving the TAMEing Certification.

Upon Program Certification, the TAMEing Request and Certification Form must be submitted to the TCE for an opportunity to review. If the TCE identifies concerns with the Certification, the TCE will notify the Program that additional TAMEing review is necessary or identify concerns that must be satisfied or revisions that must be made prior to the project's PS&E milestone. The TCE may determine a Traffic Engineering Coachpoint meeting or a TAMEing Meeting is necessary to complete the TAMEing process for the project.

If no TCE comments or concerns are communicated within 14 calendar days of submittal, the Program Self-Certification will be considered complete.

- B. For Expedited Review or Formal Review projects, the TCE will provide the TAMEing Certification. On the Form, the TCE will describe the methodology used to determine the traffic control restrictions, include any important comments or decisions made at Coachpoint or TAMEing meetings, and sign the TAMEing Certification.

The TCE will issue a TAMEing Certification within 21 calendar days of either receiving all pertinent information for Expedited Review projects, or following formal review at a TAMEing Meeting.

- C. Modifications after the TAMEing Certification is issued:
 - i) Prior to PS&E:
It is the Program and Project Manager's responsibility to ensure that the project's contract documents are consistent with the TAMEing Certification, and to have the project re-certified before PS&E if the assumptions and proposed MOT restrictions provided with an approved Certification are no longer consistent or appropriate for the project. The Project Manager should contact the TCE if they are unsure if the TAMEing Certification needs to be reissued.
 - ii) After Contract Award:
It is the Program and Project Manager's responsibility to ensure that variations from the MOT restrictions in the TAMEing Certification and contract provisions are appropriately reviewed and approved by the TCE or a Program or Assistant Program Manager with knowledge consistent with Section 3(A)(iii). Any requests originating from contractors must be initially reviewed by the Program to evaluate whether the variations are necessary. When submitting to the TCE for approval, the Program must

indicate their support, provide the rationale and needs for the changes, and identify a timeframe requested for approval from the TCE.

- D. For M&O Projects that require review by the TCE, the TCE will provide the Region Traffic Engineer with their consent that the TAMEing process is completed. It is the Region Traffic Engineer's responsibility to ensure that the traffic control for the M&O Project is consistent with what was proposed to the TCE and the restrictions resulting from the TAMEing Meeting.

SECTION 7: Region Corridor TAMEing Plan

The Regions and Region Traffic Engineers may prepare a Corridor TAMEing Plan. The Plan shall detail the extents of the corridor, any notable restrictions or concerns, and the appropriate traffic control restrictions for the corridor. Any projects located within the extent of the corridor with an approved Corridor TAMEing Plan do not require review by the TCE or at a TAMEing Meeting if the traffic control for that project is within the restrictions detailed in the Corridor TAMEing Plan.

When preparing the Corridor TAMEing Plan, corridors should be evaluated in segments, due to volume changes along the corridor and special care should be given to local village/built up areas, locations of emergency services, schools, large commercial employers, etc. Corridors that have sections of roadway that do not meet the criteria in the TAMEing Matrices will need to be reviewed by the TCE and/or at a TAMEing Meeting to obtain approval. The Corridor TAMEing Plan must detail the MOT restrictions for each segment within the scope of the plan.

Once the Corridor TAMEing Plan is complete and any necessary approvals have been received, the Region Traffic Engineer will time stamp the Plan, and the Plan will expire after six years.

The Region Traffic Engineer shall be responsible for monitoring impacts from other projects in the area of a corridor with an active Corridor TAMEing Plan that may cause traffic diversion onto the corridor or otherwise cause conflicts with the approved restrictions in the Plan. Further consideration should be given to festival weeks, parades, road races and other local events before scheduling projects on or near Corridors with an active Corridor TAMEing Plan.

APPENDIX A: Supplemental Guidance

Roadway Volumes:

Hourly volumes collected by Traffic Monitoring are the key resource for the TCE in determining whether or not a project can be considered for Expedited Review and what restrictions are placed on any given project. Once hourly bi-directional volumes in general reach 1,000 vehicles per hour, one lane of alternating traffic typically will not work. The threshold volume is lower when dealing with areas near traffic signals and could be lower in areas where there is an anomaly in the directional distribution of the traffic. The TCE and other Traffic Engineering Staff will also look at previous projects constructed in the area and make adjustments to the traffic control restrictions of prior projects based on the performance of traffic control on those projects. The traffic control restrictions imposed on a project are based on the assumption that 10-minute delay in travel time per work zone is acceptable to the majority of drivers. Unless specifically approved otherwise, the TAMEing certification conditions must meet the traffic delay limitations in section 652 of the standard specifications.

Presenting at the TAMEing Meeting:

Be prepared to discuss the following:

- Project description, location, if work is planned or unplanned, and anticipated project dates.
- AADTs at the project location. Heat Charts may be appropriate for roadways with high volumes or congested areas.
- The following questions should be considered:
 - What businesses would be impacted?
 - Are there schools nearby or will major bus routes be impacted?
 - Will access for fire or safety emergency vehicles be impacted?
 - What alternatives were evaluated? Why the proposed alternative was chosen and why did the alternatives not work?
- Detours are typically an easy solution for cost and schedule, but it isn't always the right solution for the traveling public or the municipality. When proposing a detour, maps should be developed for both routes using State roads only and for routes using local roads. Relevant municipal staff should be contacted and asked for input regarding the proposed detour routes.
- Try to limit slideshows to the relevant information, around 5 slides or less.

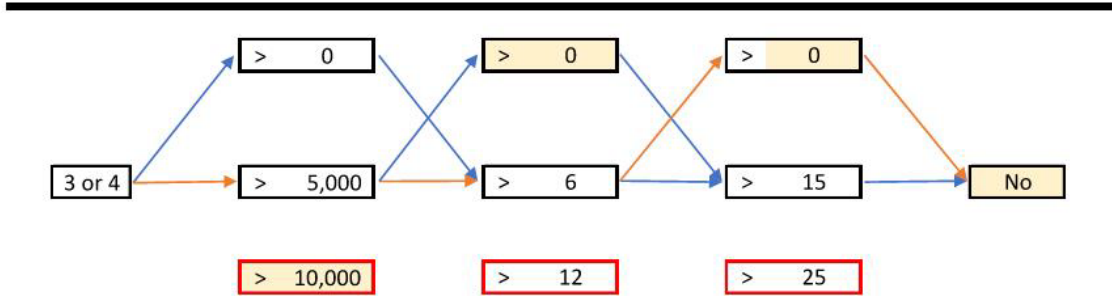
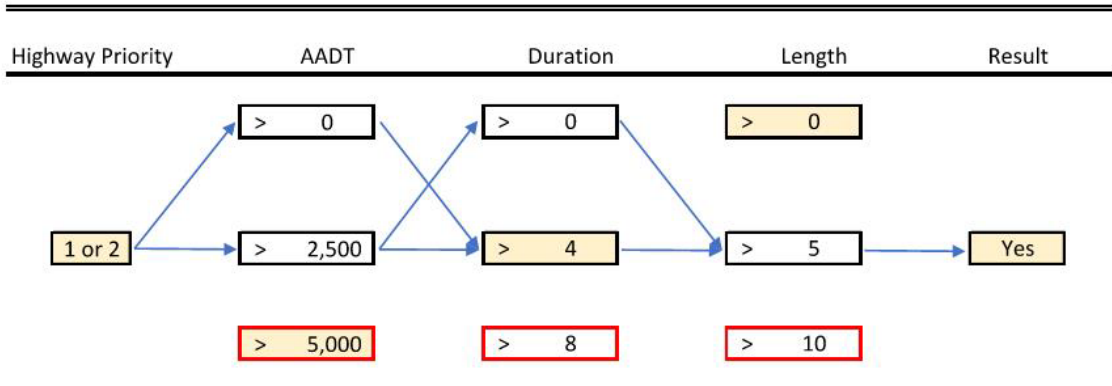
APPENDIX B: TAMEing Matrix Examples

TAMEing Matrix Full Closures With Detour

Purpose: The intent of this worksheet is to determine if the full closure of a roadway will need to be reviewed by the Traffic Control Engineer and/or evaluation at a TAMEing Meeting.

Instructions: The user inputs the relevant information into the section below and the worksheet will identify if review by the Traffic Control Engineer will be required. The charts will show the highlighted threshold for each input and the arrows show the different combination of critical thresholds. If any of the inputs exceed any of the thresholds with a red border, then review will be required.

Highway Priority:	<input type="text" value="1"/>	<table border="1"> <tr><td>Key:</td></tr> <tr><td>User Input</td></tr> <tr><td>Met Threshold</td></tr> </table>	Key:	User Input	Met Threshold	<table border="1"> <tr> <td>Traffic Control Engineer</td> <td>Review</td> </tr> <tr> <td>Required?</td> <td></td> </tr> <tr> <td colspan="2" style="text-align: center;">Yes</td> </tr> </table>	Traffic Control Engineer	Review	Required?		Yes	
Key:												
User Input												
Met Threshold												
Traffic Control Engineer	Review											
Required?												
Yes												
AADT:	<input type="text" value="13311"/> Veh/Day											
Closure Duration:	<input type="text" value="5"/> Weeks											
Detour Length:	<input type="text" value="5"/> Miles											



TAMEing Matrix One Way Alternating Flow Capacity

Purpose: The intent of this worksheet is to determine if a lane closure with one way alternating traffic will need to be reviewed by the Traffic Control Engineer and/or at a TAMEing Meeting.

Instructions: The user inputs the relevant information into the section below and the worksheet will identify if review by the Traffic Control Engineer will be required. The chart will show the highlighted threshold hourly capacity based on the inputs. If the design hour volume exceeds the threshold hourly capacity, then review will be required. Note that the threshold capacities were determined based on only two directions of traffic; if the scope of work has notable impacts to major intersections or signalized intersections please contact the Traffic Control Engineer for guidance before using this worksheet.

Posted Speed: MPH

Work Zone Length: Feet

Design Hour Volume: Veh/Hr

Key:

User Input

Threshold Capacity

Traffic Control Engineer
Review Required?

No

The following table estimates the hourly capacity of a roadway with one way alternating traffic based on the Work Zone Length and the Posted Speed. The capacities shown were determined using the design headway methodology assuming a 60/40 directional split of the design hour volume, peak hour factor of 0.92, work zone speed 10 miles per hour lower than posted speed, and conservative engineering judgement. The values in this table are intended to be used only for this evaluation and are not intended to be a design or engineering aid.

		Posted Speed (MPH)							
		25	30	35	40	45	50	55	60
Work Zone Length (Feet)	200	1400	1400	1400	1400	1400	1400	1400	1400
	300	1350	1350	1400	1400	1400	1400	1400	1400
	400	1350	1350	1350	1350	1350	1350	1350	1350
	500	1350	1350	1350	1350	1350	1350	1350	1350
	600	1300	1300	1300	1350	1350	1350	1350	1350
	700	1300	1300	1300	1300	1350	1350	1350	1350
	800	1250	1250	1300	1300	1300	1350	1350	1350
	900	1250	1250	1250	1250	1300	1300	1350	1350
	1000	1250	1250	1250	1250	1300	1300	1300	1300
	1250	1150	1150	1200	1250	1250	1250	1300	1300
	1500	1100	1100	1150	1200	1200	1250	1250	1250
	1750	1050	1050	1100	1150	1200	1250	1250	1250
	2000	1000	1000	1100	1100	1150	1200	1200	1250
	2500	850	850	1000	1050	1100	1150	1150	1200
	3000	750	750	900	1000	1050	1100	1100	1150
4000	550	550	700	800	900	1000	1000	1050	
5280	250	250	500	600	750	800	850	900	

**Note: The results from the Design Headway Methodology are not linear.*

TAMEing Matrix
Lane Closure on Interstate or Multilane Highway

Purpose: The following table details the allowable lane closures on the Interstate or multi-lane highways that do not typically require review at a TAMEing Meeting. The intent of this table is informational and the Traffic Control Engineer or other MaineDOT Traffic Staff shall still be informed and consulted. The Traffic Control Engineer may provide additional restrictions or still require review at a TAMEing Meeting based on their judgement.

Location	Nightwork	Day work	
	Time	Seasonal Restrictions	Time
I-295, South of Topsham Exit 31	9 pm to 6 am Mon-Thu 10 pm to 6 am Fri & Sun	Not Allowed	Not Allowed
I-295, Topsham Exit 31 to Gardiner Exit 51	7 pm to 6 am	None	9 AM to 3 PM
I-95, Augusta Exit 109 to Fairfield Exit 134	7 pm to 6 am	None	9 AM to 3 PM
I-95, Fairfield Exit 134 to Hampden Exit 180	7 pm to 6 am	April 15th - June 15th or Sept 15th to Nov 15th	9 AM to 3 PM
I-95, Hampden Exit 180 to Bangor Exit 187	7 pm to 6 am	Not allowed	Not Allowed
I-95, Bangor Exit 187 to Old Town Exit 194	7 pm to 6 am	None	9 AM to 3 PM
I-95, Old town Exit 194 to Houlton Exit 305	Anytime	April 15th - June 15th or Sept 15th to Nov 15th	Anytime

Location	Nightwork	Day work	
	Time	Traffic Volume Restrictions	Time
3 Lane Roadway, Urban or Traffic Signals are present	Anytime	Single Lane Closure & < 15,000 AADT or Double Lane Closure & < 10,000 AADT	Anytime
3 Lane Roadway, Rural	Anytime	Single Lane Closure & < 20,000 AADT or Double Lane Closure & < 15,000 AADT	Anytime
4+ Lane Roadway, Urban or Traffic Signals are Present	Anytime	Single Lane Closure & < 20,000 AADT or Double Lane Closure & < 15,000 AADT	Anytime
4+ Lane Roadway, Rural	Anytime	Single Lane Closure & < 30,000 AADT or Double Lane Closure & < 20,000 AADT	Anytime

APPENDIX C: Special Provision Statement Examples

The following are example statements that can be used as a template for the noted Special Provisions. Please note that the following statements are provided as guidance to assist Project Managers to improve consistency for Contracts across the various MaineDOT departments. The Programs are responsible for ensuring that the Special Provisions meet the traffic control requirements determined in the TAMEing process and are consistent with the intent and requirements in the Standard Specifications.

The road names, widths, distances, dates, times, or other detailed information below are for example purposes only, the statements should be revised with the appropriate information specific to the project.

Special Provision 105 General Scope of Work (Traffic Control and Management)

- The Contractor shall maintain a minimum of one lane of alternating one-way traffic at all times.
- The Contractor shall provide a minimum roadway width of 24 feet for two-way traffic and 12 feet for one-way alternating traffic.
- The Contractor shall provide the Resident with a 48-hour written notice before beginning night work. After receiving this notice, no work is allowed for 48 hours. Once work has been completed, the Contractor shall provide the same notice to return to day work.
- The Contractor shall not schedule both day work and night work within the same 24-hour period without prior approval by the Resident and 48-hour notice.
- Lane closures shall be a maximum length of 2,500 feet on Monday through Thursday.
- The roadway may be closed to all traffic for a maximum of 45 consecutive days and the project shall be considered Substantially Complete, as defined below, by the end of the specified closure period.
- The Contractor shall maintain two-way traffic at all times.
- The Contractor shall maintain one lane of traffic in each direction at all times.
- The Contractor shall not close more than one lane at a time.
- The Contractor shall only use Flaggers for lane closures during daylight hours.
- The Contractor will be allowed to close the sidewalk during construction. The Contractor's Traffic Control Plan shall detail the pedestrian detour route and other pedestrian accommodations.
- The Contractor shall maintain access to Bell Lane at all times during construction.
- The Contractor will be allowed to close the ramp while bridge work lane closures are in use or when approved by the Resident. The Contractor shall notify local emergency personnel resources of the closure dates and expected duration.
- All reduced work zone speeds shall be covered or removed when lane closures are removed, or when no work is occurring.

- The Contractor's Traffic Control Plan shall address construction practices and schedules that will be implemented to minimize vehicle, pedestrian, and bicycle disruptions.
- Only one paving operation is allowed at one time, excluding hand placed paving, unless otherwise approved by the Resident.
- The Contractor may be allowed to close shoulders and occupy parking stalls in order to perform this work.
- Work on or near sidewalks will ensure safe passage of pedestrians meeting MUTCD and ADA requirements.

Special Provision 107 Time (Allowable Work Times)

- All travel lanes shall be open to traffic and the roadway in safe operating condition when the contractor suspends work for holidays or extended periods of time as directed.
- Single lane closures shall be allowed on Main Street during the hours of 7:00 PM to 6:00 AM.
- All travel lanes shall be open to traffic and the roadway shall be in a safe operating condition between August 29th 2025 at 12:00 PM to September 2nd 2025, at 12:00 PM.
- No work will be allowed on the following days and the roadway shall be in a safe operating condition on the following days:
- Temporary lane closures with one-way alternating traffic may be allowed during daylight(nighttime) working hours controlled through work areas by Flaggers, as approved by the Resident.
- Nighttime(daylight) temporary lane closures will not be allowed.
- Reduction to one lane of alternating one-way traffic shall begin no sooner than September 2nd, 2025.
- The Contractor shall not be allowed to work weekends, unless otherwise authorized by the Resident.
- The Contractor shall only work between the hours of 7:00 PM to 6:00 AM for milling, crack sealing, paving, and striping operations.
- Lane closures utilizing one-way alternating traffic shall not exceed a maximum of XXXX feet in length between the hours of 6:00 AM to 7:00 PM.

APPENDIX D: TAMEing Request and Certification Form

TAMEing REQUEST and Certification FORM

WIN		PROJECT MANAGER	
MUNICIPALITY		ROUTE/ROAD NAME	
SUBMITTED TO TRAFFIC		PS&E OR ADVERTISE	
CONSTRUCTION START		CONSTRUCTION END	
CORRIDOR PRIORITY		AADT / DHV	
PROJECT LENGTH		DETOUR DURATION	
CLOSURE LENGTH		DETOUR LENGTH	
CONSTRUCTION SCHEDULE AND TIME	<input type="checkbox"/> WINTER <input type="checkbox"/> SUMMER	<input type="checkbox"/> SPRING <input type="checkbox"/> FALL	<input type="checkbox"/> DAY WORK <input type="checkbox"/> NIGHT WORK

ASSET ID, PROJECT DESCRIPTION	
IMPACTED PEDESTRIAN FACILITIES	
PROPOSED MAINTENANCE OF TRAFFIC	
AGREEMENTS MADE TO MUNICIPALITY AND SPECIAL EVENTS	
PROPOSED TIME OF DAY OR SEASONAL RESTRICTIONS	
KNOWN TRAFFIC GENERATORS OR SPECIFIC CONCERN LOCATIONS	

TAMEING PROCESS RESULTS

TAMEing Meeting and/or Traffic Control Engineer Comments	
CERTIFICATION TYPE	<input type="checkbox"/> SELF-CERTIFICATION <input type="checkbox"/> EXPEDITED/FORMAL REVIEW
NAME	TITLE
SIGNATURE	DATE

TAMEing REQUEST and Certification FORM

ENGINEERING EVALUATION SUMMARY AND ADDITIONAL INFORMATION